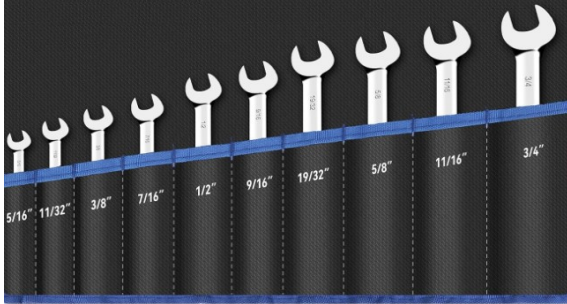




Warning: Our pipes are illegal for EPA, CALIFORNIA and CARB. Only for off-road racing use.

Warning: Checking with your local state and Federal Laws before you take any action on your head pipes. Our exhaust pipes are only for off-road using, not for street riding. Please note.

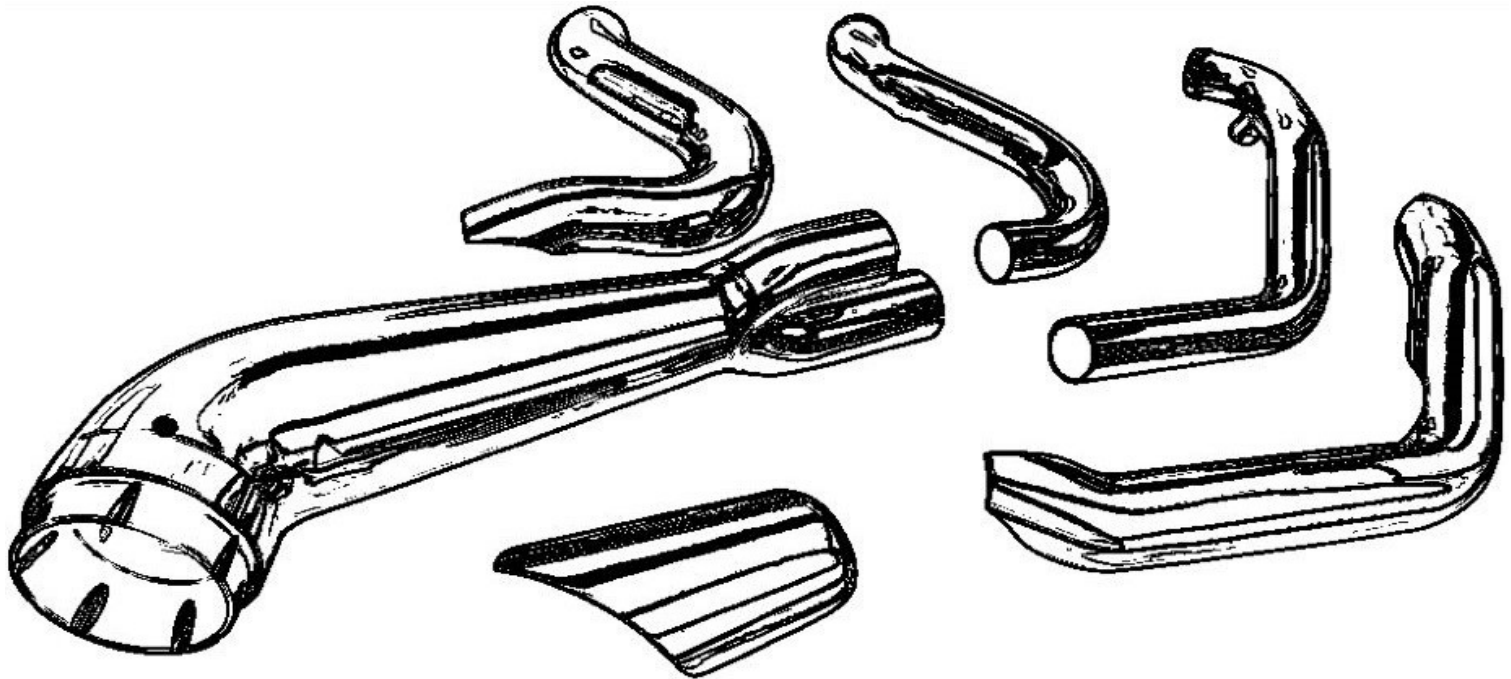
SUGGESTED TOOLS:



COMBINATION WRENCH - 9/16"
HEX WRENCH - 5/16", 7/32"
PHILLIPS SCREWDRIVER - 1/4"
SOCKET WRENCH - 10MM, 13MM



HDEX-18 (2-1 EXHAUST SYSTEM) FOR HARLEY DYNA PARTIAL MODELS



ITEM SUPPLIED:

- 3- HEADER PIPE BODY
- 3- HEAT SHIELD
- 1- BRACKET (COME WITH HARDWARE BAG)
- 1- A PACK OF HARDWARE
- 1- INSTALLATION INSTRUCTION

FITMENT:

FOR HARLEY DYNA MODELS



HARDWARE LIST

**NOTES: O2 sensor plugs are already installed on the head pipes.
Please check them on the headers.**

(1.) 1 * MUFFLER BRAKET FOR EXHAUST BODY	(2.) 2 * 5/16-18*1-1/2" BOLTS
(3.) 1 * M8 DOG-BONE PLATE WITH BOLTS	(4.) 4 * ENGINE PORT STUD NUTS
(5.) 2 * FLANGE KIT, SNAP RING & GASKET	(6.) 2 * 48-51MM CLAMP FOR CONNECT THE EXHAUST BODY TO HEAD PIPES
(7.) 1 * ZIP TIE	(8.) 2 * O2 SENSOR PORT TRANSFER (18MM TO 12MM)
(9.) 4 * 27-51MM HOSE CLAMP FOR HEAT SHIELD	(10.) 3 * 33-57MM HOSE CLAMP FOR HEAT SHIELD
(11.) 1 * 65-89MM HOSE CLAMP FOR HEAT SHIELD	

Removing the stock exhaust system may vary slightly depending on the specific models. Please refer to the necessary tools or locations based on the specific requirements of the practice bike. Thank you for your cooperation.

Make sure that THE BIKE is completely cooled down before ANY OPERATION.

INSTALLATION INSTRUCTIONS

Please use the bolts and nuts come with the pipes.

1. Before taking any action on your bike, please make sure that it is parked correctly to prevent it from falling down while you are pulling or installing the exhausts.

Note: We cannot be held responsible for any injuries that may occur during the installation of pipes or exhausts, as it may vary depending on the condition of the bike or the work site.

2. Before installing the new 2-1 exhaust system, we need to remove the entire stock exhaust system firstly. **(Shown in Figure 1/2)**

3. Loosen the bolts hold the exhaust body to the bracket. Next, loosen the engine port stud nuts. Then have enough space to disconnect the O2 sensor wire with a 9/16" wrench from the stock exhaust. Next remove the whole exhaust system with the stock heat shield on. We need to remove the stock bracket as well and will use the new bracket coming in the hardware pag.

Note: If removing the heat shield from the stock exhaust system might easy the job, you can loosen the hose clamp first with hex wrench. We just keep them on.

Note: Removing the stock exhaust system as described in your owner's manual. Operating steps may differ for various bike models.

4. Install the new bracket with the **5/16-18*1-1/2" bolts** and securely attach it. But hold off on tightening it for now. We'll need to properly align it with the exhaust pipe body later on.

(Shown in Figure 3/4/5)

5. Now we can start putting in the new exhaust system. Please securely attach the new flange kit to the new head pipes. Also, remove the O2 sensor plug that's already assembled to the head pipes using a 5/16" Allen Wrench with ball ends. Then, connect the O2 sensor port to the transfer for the 12mm O2 sensor wire using an 11/16" combination wrench. Then attach the O2 sensor wire to the port and use a 13mm socket wrench to fasten the head pipes to the engine port with new flange stud nuts. However, do not fully tighten the nuts at this point so that they can be properly aligned with the exhaust body later. **(Shown in Figure 6/7/8/9/10)**

Note: Please do not use the transfer if your bike with 18mm wide band O2 sensor wires.

6. Ok. Install the 48-51mm clamps onto the exhaust body inlets. Then line them up with the head pipes and slide them forward to fit snugly around the headers. At the same time, locate the mounting holes on the back of the exhaust body to the brackets' mounting holes. Fasten them together using the DOG-BONE PLATE and M8 BOLTS. Avoid tightening them completely for now as we need to check for the appropriate gap later on. Once you have finished the previous steps, it is time to inspect the spaces between the exhaust headers, the floorboard, the brake rod, and the engine. Afterward, please securely fasten the 2-1 exhaust system from the engine port to the tip. **(Shown in Figure 11/12/13/14)**

7. After that, please be sure to wipe all fingerprints or oil stain off before install the heat-shields into positions. Awesome. We are almost there. After all the previous steps have been made, install the heat-shields into position and tighten it all the way down to the end with a 6mm Philip Driver. **(Shown in Figure 15/16/17/18)**

8. Before starting your bike, please check all the bolts, nuts, clamps, and screws, including the heat shields are all tighten down. No rattling sound or other issue.

Note: Please disregard the poor finish in the photos, as they are merely sample installations. The finish of the actual production batch will be of high quality.

9. Finally, be sure to wipe all fingerprints or oil stain off after installation, before start the engine.

Note: If you leave a fingerprint to it, the chrome may discolor when it heats up!

HERE ARE PHOTOS FOR YOUR REFERENCE.

Figure 1



Figure 2



Figure 3

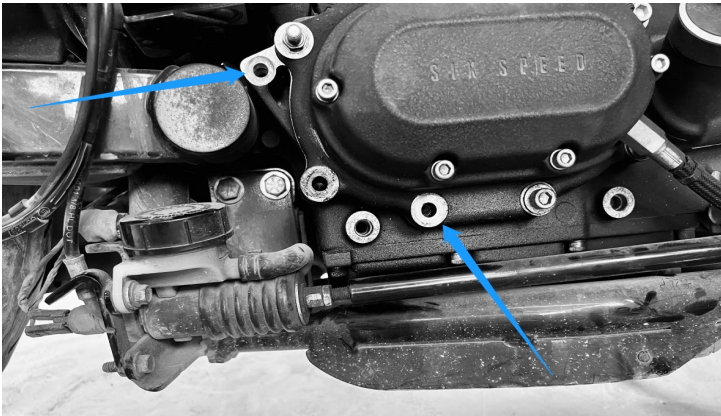


Figure 4



Figure 5



Figure 6



Figure 7



Figure 8



Figure 9

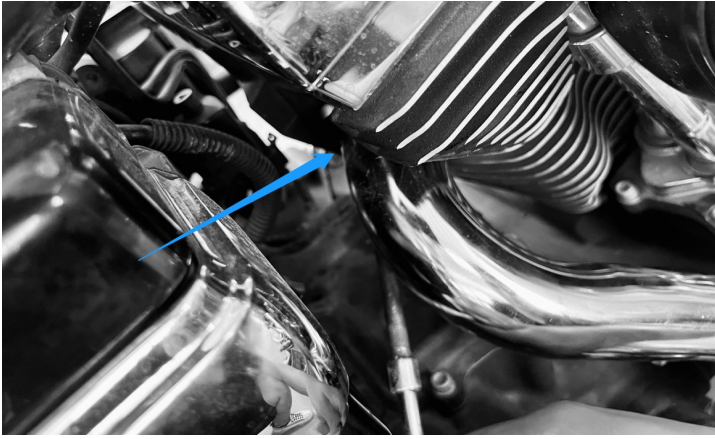


Figure 10



Figure 11

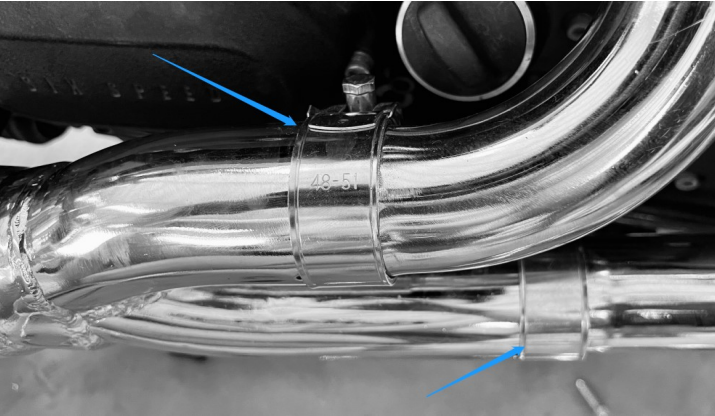


Figure 12



Figure 13

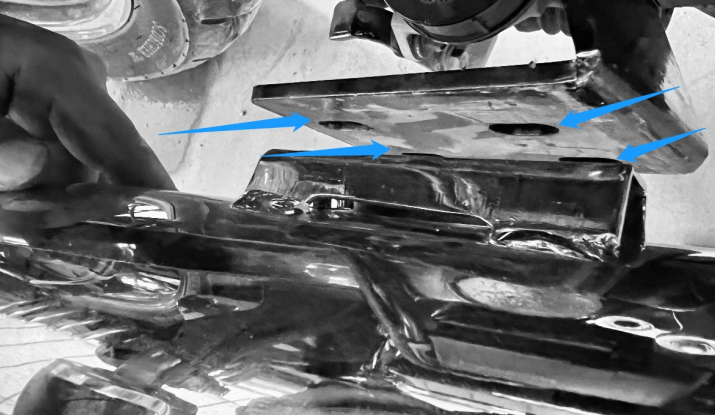


Figure 14

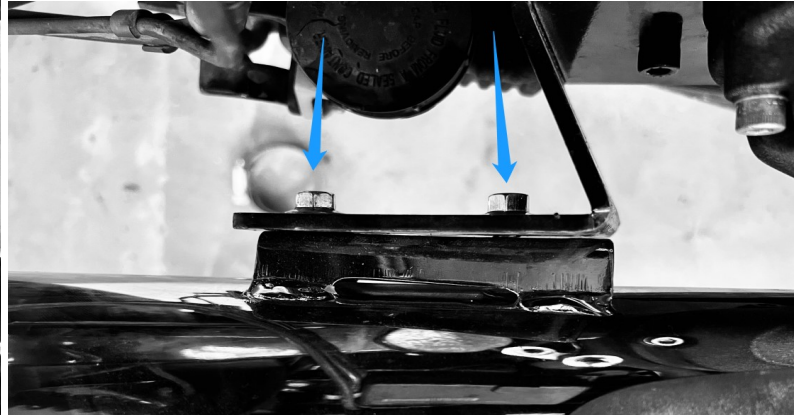


Figure 15

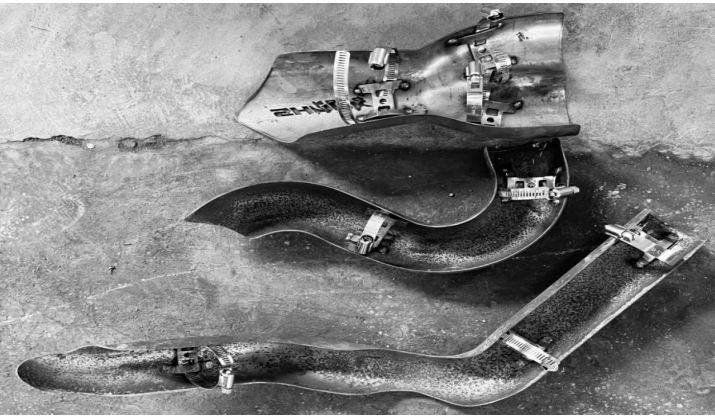


Figure 16



Figure 17

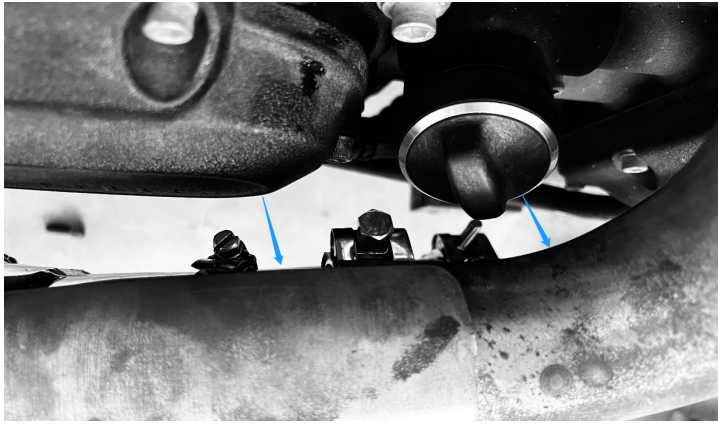


Figure 18



1. Please retuning your motorcycle immediately with Dyna Tuning Map after changing head pipes.

2. Be sure to tighten all hardware before starting your engine. Retighten after the first 100 miles.

3. Please disregard the poor finish in the photos, as they are merely sample installations. The finish of the actual production batch will be of high quality.

Discoloration: [DOES NOT WARRANTY ANY CHROME EXHAUST PRODUCTS AGAINST DISCOLORATION!](#)

Discoloration is not a defect in chrome. All chrome exhaust systems will turn color. Chrome discoloration is a result of heat. The more heat the chrome is exposed to, the quicker and more severe the discoloration will be.

Tuning: It is strongly recommended by SHARKROAD. Better flowing, less restrictive exhaust will require more intake, so please consider upgrading your air cleaner along with your fuel-management system. Working with high-flow intake, Fuel Management system, and correct profession re-mapping, the bike would gain a more better performance.

C.A.R.B.: California does not allow the use of aftermarket exhaust systems that remove original equipment catalyts, (except for racing use only) unless the Air Resources Board has issued an Executive Order for that system.

Returns: When you want to return, please contact us in 72 hours after received the product so we can help you out immediately. We only accept return in 30 days after your order. International Return is not acceptable. For return shipping cost to our warehouse, If the product have quality or shipping damage issue, We will send you shipping label or pay the cost after you send out. If you don't like the product or buy by mistake, Buyer should stand this shipping cost.

Warranty: SHARKROAD products are warranted for one year against defects in material and workmanship. This warranty does not cover chrome discoloration or rust. Also SHARKROAD will not warranty any abused, misused, improperly installed or modified system.

Wearing a helmet while riding is always recommended.

Please never go for a ride while under the influence of alcohol and/or drugs.

Enjoy the new voice and the fresh look of your motorcycle and ride safe.